**\*USAF Declass/Release Instructions On File\***

File I PE

April 1, 1964

JS-P-479

Dear Jack:

During my last trip to Detachment's G and H, I spent considerable time talking over our offset attachment and the importance of it being accurate. I was impressed with the fact that error in the system could imperil the safety of the driver and the equipment.

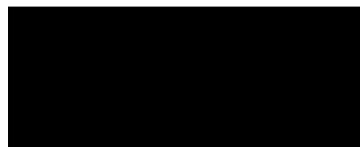
The accuracy of the driftsight is determined by the backlash in the gear trains of the driftsight itself, plus any cable whip, plus any play in the gear trains of the hand control. When we built and used the Mark I and Mark II hand controls, the accuracy of the system was quite good but when the Mark III's were put into use, it was necessary to loosen all the gear meshes in the driftsight for ease of hand operation. Since we do not have jurisdiction over the hand control unit itself, the amount of play in the cumulative system cannot be controlled by us.

Experience has shown us that the repeatability of the positions as used in the offset mechanism are generally about plus or minus 2 miles at plus 20. If we had cognizance over the maintenance of the hand control unit, I feel we could close this tolerance down to some fraction of a mile by matching the systems. We would welcome approval to assemble a trial system after which we can guaranty some sort of a minimum and maximum tolerance allowable.

I have not mentioned some of the maintenance problems our field people have with the hand controls, since you are already familiar with them. However, these do add firepower to our proposal and will place the whole system's burden on us.

Sincerely yours,

25X1A



AVH/jas

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